

# Come to the Land of Opportunity

and let us show you lots in the

## Bank Addition

to the

## City of North Bend Coos Bay, Oregon

This addition fronts on the Bay---and is less than one mile from the North Bend postoffice. Lots for sale in this addition at present prices are worthy of your immediate attention. Write to us for map of Coos Bay showing the location of this addition. Prices range from \$100 to \$250 per lot. For information in detail address

**The Standard Investment Co.**  
Sole Agents  
North Bend, Coos Bay, Oregon

## WAREHOUSE OF WEALTH IN WESTERN OREGON

Thousand Acres of Wheat Produce  
As Much Freight As One Acre of Coal.

A simple truth is that Oregon is the greatest natural store-house on the face of Mother Earth. This state is already supplied with enormous quantities of wheat. But for the freight furnished by the lines in Oregon would the Pacific be such a wonderful paying road. There is a timber in Coos county to equal the timber of any other part of the state. Here where there is no intolerable heat nor freezing winter and nature develops her productivity. An acre of timber in Coos county will turn off more freight than an acre of wheat in any other part of the state. It is impossible to estimate the amount of standing timber in the Coos Bay region but it is estimated that single trees will scale from a thousand to fifty thousand feet of lumber, but as the railroad is discouraging this class of lumbering it is probably useless to hold the timber industry as any inducement for railroad construction.

**Wheat and Wheat Tonnage.**  
The railroads through wheat regions are everywhere profitable it is well known that the most valuable railroad property in the world are those connected with coal regions. Mr. Harriman is impressed with the fact that there is no better coal in the world than the coal in Coos Bay and the quantity that can be mined is practically unlimited. At 1250 tons to the acre, which is the output of Coos Bay coal, the lowest estimate of 250 acres of Coos Bay coal would equal two hundred million tons of coal. If one-half of this coal is used in the railroad sending out a ton a day, 500 years to exhaust the coal in the Coos Bay region, compared to the tonnage of a wheat country that it takes 40 acres of wheat to produce a ton of wheat. The Coos Bay coal would take 50,000 acres of wheat to produce an equal tonnage. Why should the wheat business about build-

ing a railroad into a coal country in preference to a wheat region.

**Large Demand for Coal.**  
Many families in the Willamette valley are now using coal for domestic purposes that is shipped from railroad points in Washington and Wyoming; second and third grades of coal for domestic purposes costing from ten to twelve dollars per ton. If the Coos Bay coal fields were connected with the Willamette valley by rail, at a low estimate five thousand families would be using Coos Bay coal as it would be a shorter haul and of better quality. What would this mean to the Coos Bay coal mines? Assuming that only five thousand families, using six tons each gave preference for the Coos Bay coal there would be an immediate demand for 30,000 tons a year or a consumption of 1500 carloads. But this would not be the only demand. It would be used for a large variety of manufacturing purposes and the construction of a railroad would mean the immediate demand for 40 to 50 thousand tons of coal per annum, and a railroad haul of only seventy to one hundred and fifty miles, as compared with a haul now of three hundred to seven hundred miles.

**LARGEST MISSION ON WEST COAST**  
Rev. Edward Donnelly, pastor of the Catholic church at Marshfield, and who established a fine modern hospital at North Bend, and is erecting a church there, has one of the largest missions on the Pacific coast. It extends from the California line to Siuslaw, Lane county. He has just completed a new church at Marshfield, costing \$15,000, and is building one at North Bend to cost \$3000. Rev. D. P. Curley is his assistant.

Fruit of finest varieties thrives; strawberries ripen until December; excellent opportunity for truck gardening.

Good schools, churches and fraternal societies.

Factories have the advantage of coal and wood cheap and close at hand.

Game in the mountains, fish in the streams for sportsmen; surf bathing and yachting for pleasure-seekers.

## COOS BAY PROMISED RAILROAD BY HARRIMAN

That Coos Bay has the best show of any harbor in Oregon of getting a Harriman extension, is the judgment of everyone who has ever visited that harbor and made any investigation whatever. Besides it has the back-mined men who are advocating the construction of a state-aided railroad across the state from Ontario to Coos Bay. They are men who will go before the people with their proposition, will campaign the state, and will employ the initiative and will not take one defeat nor a dozen for an answer. They are men who do not know what it means to quit, and who realize that they have got to fight to break down the barriers that shut them out from the connection with the railroad world.

**They Met Harriman.**  
"That road will have to earn 4 per cent on five millions before I will build it," said Harriman. "That is easy," said the men of nerve from Coos Bay. "It will pay \$200,000 a year above operating expenses without the coal business alone," said the Coos Bay boosters.

The Eugene Register has this account of their visit to Harriman: E. H. Harriman was not to get out of the coast country without the Coos Bay people presenting their grievance to him in proper shape. A committee consisting of J. E. Oren, representing the A. C. Smith Lumber interests; Dr. E. Mingus and William Grimes, capitalists and prominent citizens of Coos Bay and J. H. Booth, Dr. A. C. Sealey, W. W. Cardwell, J.

D. Zurecher and L. Wimberly of Roseburg, met Harriman special train at Roseburg and got access to him at once. They occupied the time quite well all the way to Eugene, presenting to the bland magnate some pointers why they should have the road. They told him that if there was ever any reason why he should have started to build the road from Draft to Coos Bay two years ago, there was double the reason now, as the population had doubled, industries have been greatly fostered and there is twice the business there now that there was before.

Mr. Harriman listened with great interest, but wanted to know that there was enough business to warrant the building of the line. He insisted that he would have to be shown that there would be enough business to guarantee at least 4 per cent on an investment of \$5,000,000, which would be the cost of building the road. Of course none of the representatives could make such a guaranty and they told him the best way would be for him to send a representative to Coos county and investigate the matter thoroughly.

"If," said he, "there is no doubt about that amount of business, and it can be guaranteed, the road will be built immediately."

The decision of the little wizard was very satisfactory to the committee, as they believe that that amount can be guaranteed over the coal business alone, if it is properly worked, as Marshfield has the only first class coal in Oregon.

whole region is accessible with motor boats and nearly every resident on the bay has one, while the residents on the rivers and inlet would not think of living without them. As a summer resort Coos Bay is a rapidly growing proposition, and already occupies space on the maps and folders of the steamship and railroad companies. When the three transcontinental systems now headed for Coos Bay all enter here this region will become to the Pacific coast what Atlantic City is to the Atlantic.

### THE BIGGEST SAWMILL IN OREGON LOCATED AT COOS BAY

A sawmill so large that visitors get lost, that parties have to be taken with guides to find their way out of the mazes of tracks and machinery, engines so tremendous that the land for acres throbs with its pulsations of power; mills cutting 250,000 feet in a ten-hour shift; where steamer loads three million feet twice a month for the planing mills and box factories on Bay Point, 30 miles up the Sacramento river from Golden Gate—and you get a mere outline idea of the C. A. Smith & Co. mills. The mills said to be economically perfect—or as near perfect as human skill and experience can make it—that all by-products are utilized and there is absolutely no economic waste.

There are bandsaws that rip through five and six feet logs like cutting a onion—resaws that cut logs and coming, bandsaws in tandem that are set back of each other slicing ten cuts from a cawl. All the yards are heavily planked and while the cut of the mills is automatically distributed onto the cars, there are steel tracks and cars to the 200 acres of storage yard and to the city retail yard a mile away.

The product never stops from leaving the water until it literally lands at the place of sale or on the decks of the great sea-going vessels that anchor at the sawmill docks.

The foregoing is a brief sketch of the C. A. Smith Lumber Co.'s new sawmill plant located on an inlet of Coos Bay just above Marshfield. It has been established here by one of the largest lumbering corporations of Minneapolis during the past year. The mill is operated by J. S. Oren, one of the men who have been trained in the lumber industry to handle large plants in an economical manner. This mill is indicative of the dimensions of operations in logging in future on Coos Bay. It is known that other large concerns have their eyes on Coos Bay to establish plants, and the 65 billion feet of lumber in the standing trees around Coos Bay, are a temptation to the large capitalists in the lumbering business to come here and cut it at tide water for the markets of the world.

A. W. Myers & Company, North Bend, The best appointed dry goods store in the state, and one of the largest.

### The Twin Cities of Coos Bay.

What St. Paul and Minneapolis are to Minnesota and the upper Mississippi region—Marshfield and North Bend are to Coos Bay harbor. There are other cities on the bay, like Empire City, and East Marshfield and other cities yet to be, but for the present the twin cities are the centers of investment and enterprise. Their population has about doubled in the last two years. The same is true of all Coos county—its population has doubled in two years. There are at low estimate ten thousand people living in the two cities and employed around the bay. They are all prosperous and well-employed people—those who want employment. For be it known a large percentage of the population in Coos county does not have to work for a living. But Marshfield and North Bend have livings for all who want them, and good livings too. All the people down there look happy and contented and well-fed. There are portions of Coos county where the coast is a child never went hungry to bed, and the twin cities mean that no child shall grow up without an education.

North Bend and Marshfield are rivals in a way—but friendly rivals with a strong disposition to co-operate. In fact, they do co-operate in many ways. The co-operate in advertising Coos county.

Both are lumbering and manufacturing cities. Both are the twin cities of enterprise. Until Marshfield got the big Smith mill, North Bend had the bigger payrolls. Now they are just about even. Marshfield is the older place, has more traditions to live up to or to live down. The twin cities join hands through The Capital Journal Special Coos Bay edition in saying to the Willamette valley people, come and see us and we will make you welcome.

Both cities have splendid public schools, both have well-maintained hospitals. North Bend has a beautiful park and Marshfield has one coming. Marshfield has a fair grounds; both towns have athletic grounds and baseball parks. Both cities are well-supplied with churches and schools, and both have high school buildings with all modern equipments under construction. Both cities have virile young men for mayors—Straw of Marshfield and Simpson of North Bend. Both have fine public docks and good steamboat service. Both want railroads. Both towns are building toward each other and both have but one ambition to become one city, and a great city. Conservatism is being abandoned, moss is being brushed off, and this good healthy rivalry is better than sickly self-satisfaction.

Large sawmills and factories in operation, and others going up.

One railroad building; two others prospective. Tributary to Coos Bay are immense bodies of the finest timber left standing in the United States.

## Pacific Coast Broadway Railroad Company

From

## Coos Bay, Oregon

to

## Boise City, Idaho

THE PEOPLE'S RAILROAD---If constructed within three years from date of the filing of the charter at Salem, Ore.; if not constructed within that time to be the absolute property of the Transcontinental Railroad, now in activity, and building to the Pacific Coast, by whose influence and financial aid this project has been launched.

L. D. KINNEY,

Instigator.

Marshfield,

Oregon



ESTABLISHED, 1889.

## Flanagan & Bennett Bank

Marshfield, Coos Co., Oregon

Paid up Capital and Undivided Profits . . . \$75,000

Assets over Half a Million Dollars

### DIRECTORS

J. W. BENNETT, President  
R. F. WILLIAMS, Cashier

JAS. H. FLANAGAN, Vice Pres.  
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